

OCEAN MAIL STEAMERS TO THE NORTH OF EUROPE.

MEMORIAL

OF

CHRISTIAN HANSEN,

PRESENTING

Reasons for the establishment of a regular line of mail steamers from New York to the North of Europe, &c.

JUNE 23, 1856.—Referred to the Committee on the Post Office and Post Roads, and ordered to be printed.

To the honorable the Senate and House of Representatives of the United States:

The undersigned respectfully begs leave to present to your honorable bodies, for your consideration, a few statistical statements, together with some reasons, showing the importance of establishing a regular line of mail steamers from New York to the North of Europe, not only to the commercial interest of our country, but also for the purpose of securing to ourselves the transportation of the large amount of mailable matter which passes and repasses across the Atlantic ocean, and up and down the Baltic sea.

Statement as to the importance of C. Hansen's proposed direct line of steamers between the United States and Gluckstadt, near Hamburg, on the river Elbe, via Plymouth, and Rotterdam in Holland, or Antwerp, in Belgium: its postal facilities; the revenue to our own Post Office establishment; the saving of time and money to our own citizens; its advantages to our trade and commerce with the North of Europe.

The total amount of letter and newspaper postage on the Prussian closed mails passing through England, during the fiscal year ending June 30, 1855, was—

By the Cunard line, 26 trips—postages, \$105, 539 64—number of letters, 345, 751	
Collins line, 26 “ “ 135, 823 68	} “ 632, 711
Havre line, 12 “ “ 37, 677 62	
Bremen line, 12 “ “ 20, 537 53	
76	299, 578 47 on total letters. 978, 462

The number of newspapers by the Cunard line was 17,955. The number by the three United States lines, 29,779. Total, 47,734; pro-

ducing a net revenue to the United States Post Office of \$15,959 48. But, in 1854, when the Cunard line was making 52 trips, and the three United States lines only 48 trips, the United States Post Office was left in a deficiency of \$5,395 56. A like deficiency, or a greater deficiency, to our Post Office must soon again occur, when Great Britain resumes the number of trips, replacing the Cunard steamers that were withdrawn for the transportation of troops to the Black sea.

Had the 978,422 letters been carried direct to the Continent in American steamers, at the present rates, (24 cents a single letter,) they would have produced a revenue to the United States Post Office amounting to \$234,826 08; and on the newspapers, (47,734,) at four cents each, \$1,909 36; or a sum total of \$236,735 44, instead of, as now, only \$15,959 48. To these add the loose letters passing through England, to and from the Continent, to the United States, and the increase of letters and newspapers on account of a direct, and cheaper, and quicker time; no one can doubt that the sum would have reached \$400,000, if not more, leaving a net revenue to the Post Office of about \$50,000 above the sum Mr. Hansen proposes to carry the mail for, to the abovementioned ports.

But, the more fully to illustrate the revenue derived by the British Post Office from our present miscalculated postal regulations, together with the many advantages incident to the transit postages and commerce, we must add the loose letter postage, which is not included in the Prussian mails account, and which passes through England, to and from the Continent, to the United States.

By the Cunard line, in Prussia closed, as above stated	\$105,539 00
By the Cunard line, on one million loose letters, at 24 cents a letter.....	240,000 00
By the three United States lines, on 500,000 loose letters, at 8 cents a letter.....	40,000 00
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British revenue on American and Continental letters...	385,539 00

For want of a sufficient direct steamship intercourse with the North of Europe, 16,000 passengers (who had no business in England) out of the 21,378 who crossed the ocean in the Cunard and Collins steamers, were compelled to pass through England, and to pay a tribute of not less than \$200 each, if not more, to the British hotels, for carriage-hire to her railroads and to her dirty steamers running between there and the continent, (not valuing the loss of time and inconvenience of this circuitous route to their destination,) a sum amounting to..... 3,200,000 00

But we must still add another and much larger sum for the profits England derives in the transit merchandise through her territory, from America to the Continent, and *vice versa*, belonging to American citizens, and which the consumers have to pay.

For instance, Switzerland, in 1855, exported to the United States, through England, \$3,405,266; German

Zollverein, \$2,842,826 ; and Austria, \$59,555 ; total in one year, \$6,309,647.

The transportation of merchandise to and from continental Europe in English steamers, railroad freights, storage, cartages, commissions, and again in her steamers from and to the United States, cannot amount to less, in 1855, than..... \$4,000,000 00

7,585,539 00

which the American people paid, in one year, to England.

But to substantiate that even the four millions above allowed to the British steamers on freight is far below their actual receipts annually, and that the revenue to the treasury on account of steam intercourse with foreign nations is also largely increased, it is only necessary to point to the importation to Boston in 1840 compared with 1853. The Cunard steamers commenced running in 1840. In that year the whole value of imports into Boston in foreign vessels was valued at only \$600,000, and in 1853 the importation had increased to \$17,000,000, two-thirds of which had come in the Cunard steamers, on which the treasury could not have received less than \$5,000,000 in duty.

And just here it may be noted, that the passage charges of those aristocratic steamers are too exorbitant to admit the participation of poor men.

The above figures and facts show clearly that, by adding more steam lines to Great Britain, as the termination of the line, instead of the Continent, we are only still more enriching her and wilfully placing ourselves still more in subjection to her monopolizing control of the prices we are to receive for our most valuable staple products. Instead of such thankless tribute, why shall we not appropriate to ourselves the fruits of a real commercial policy, and cut off England from our own share of the continental trade, by direct steam lines to the North of Europe? By such simple and natural policy we may, by the very first step therein, put these seven or eight millions a year into the pockets of our own citizens, where it belongs. We may have the position of successful rival, instead of subsidiary, in this carrying trade. We will, by touching at England in passing to the Continent, tap her of her freight, mail, and passengers, instead of feeding her.

As long as the carrying trade was done by sailing-vessels, so long could we beat Great Britain with our splendid packets ; but that period has now passed. She is fully aware of this ; therefore she adopts steam, with all its might and speed. Finding she has already a sufficient number (24 steamers) to the United States and Canada, and she has thereby secured nearly all the most valuable carrying trade, she now pushes forward her surplus steamers for mail, freights, and passengers, direct from the foreign ports of Havre, Antwerp, and Bremen, to the United States ; so as, if possible, to cut us off from that valuable carrying trade, which is of more value to us, as a commercial nation, than the profits on merchandise, or otherwise. Of this we need no better proof than a simple reference to the enormous in-

crease of our own mercantile navy since we became an independent nation. It was the profits of carrying that so multiplied the bottoms.

By the peace recently established Great Britain will have 1,480 ocean steamers, (an increase in three years only of 253 ocean steamers, with a tonnage of 115,556 tons, besides those now building,) of all sizes, with a tonnage of 298,216 tons, exclusive of engine spaces, equal to a fleet of 6,000 sailing-vessels, with a tonnage of 1,092,864 tons; a steam fleet so extensive that she will be able, with government aid, to establish lines of mail steamers to every commercial country and port, and monopolize mails, freight, and the carrying trade, and to impose such postal tariff on the correspondence around the earth as she may choose.

To illustrate this, it is only necessary to refer to the following facts: According to a statement published by the British General Post Office, in November, 1853, we learn that the postages on letters for Hamburg, Bremen, Hanover, Brunswick, and Mecklenburg Strelitz, were, for Oldenburg, 8*d.*; Denmark, 11½*d.*; Norway, 1*s.* 5*d.*; and Sweden, 1*s.* 2*d.*

The number of sea-going steamers belonging to Great Britain, which entered her ports from foreign countries, was 4,386, with a tonnage of 924,849 tons; and the number of foreign steamers was 959, with a tonnage of 204,759 tons: total number 5,345, tonnage 1,139,608 tons. The following table exhibits from whence came this fleet of ocean steamers, pouring wealth into Great Britain, and securing to her the most valuable freight and mail transportation:

From what countries.	No. of steamers.	Tonnage of steamers.
Russia -----	32	10,342
Sweden -----	13	3,182
Denmark -----	53	18,476
Prussia -----	9	2,139
Germany -----	479	173,255
Holland -----	916	226,868
Belgium -----	763	134,334
France -----	2,398	347,428
Portugal and Azores -----	7	3,525
Spain and Canary islands -----	1	174
Gibraltar -----	35	10,617
Italian States -----	29	7,225
Turkish dominions -----	41	19,180
Wallachia and Moldavia -----	2	434
Syria and Africa -----	13	14,957
British West Indies -----	4	404
United States -----	69	73,796
South America -----	17	19,758
Channel islands -----	459	56,781
Total -----	5,345	1,139,608

Of the above, only 22 steamers, with a tonnage of 28,410 tons, were American. Comparing the United States with Great Britain, we

find ourselves occupying a very insignificant attitude, standing far below even the smallest of the *commercial* nations of Europe. These facts will equally astonish and mortify those who have our national commerce and dignity at heart.

But *British statesmen* regard the expenditures for the transportation of the foreign mails as nothing in comparison with the great benefits which accrue to their country through a rapid and certain steam communication, a continually increasing trade, and a swelling revenue, which enhance her power upon the ocean, and her ability promptly to meet an enemy or rival, on advantageous terms, far distant from her own shores. Of this the late war, and the enormous steam fleets she was able to send into the Baltic and Black seas, with which to assail Russia on her northern and southern frontiers at the same moment, is an illustration. It was her vast steam mercantile navy that enabled her to do this. Constantinople would have been overawed, if not taken, by the Russian fleet, had it not been for the immense resources which France and England possessed, and were able to call promptly into service, in their mail and mercantile steamers. And as Russia was, so shall we be, exposed to attacks on our Atlantic and Pacific coasts by a foreign steam navy, if we do not adopt a similar policy, instead of building, at enormous cost, a large government navy, to lie idle and rot at our wharves or docks. Had we not been in possession of mercantile steamers during the Mexican war, many months would have elapsed before we could have transported our troops to and from Vera Cruz; and for the want of a large number of such steamers, and consequently of competition, enormous rates were charged by and paid to the owners—in some instances more than the steamer was worth—for a single trip out and back.

The following statement will give some idea of the mighty naval power of England, with whom it may be our fate to come in conflict at no distant day. The whole British naval force at present consists of 891 vessels, most of which are screw or paddle steamers, to wit:

Line-of-battle ships.....	42
Heavy frigates.....	56
Corvettes.....	123
Gun-boats.....	220
Mortar vessels.....	100
Troop frigates.....	10
Transports	340
Total.....	891

The screw gun-boats are about sixty-horse power, and draw from 4 to 5 feet of water. They are armed with 68 and 38-pound pivot guns, and 24-pound brass howitzers.

But it is our present purpose to illustrate the immense advantages which Great Britain derives from her steamship communication with other nations, transit, and the carrying trade she thereby takes from, which legitimately belongs to, the United States. For instance: *Hamburg* imported, in 1854, 152,505 bales of cotton—52,999,100 pounds, valued at Hamburg at \$5,507,028, (10½ cents per pound on

the average,) of which 97,199 bales, (33,468,300 pounds,) valued at \$3,124,299, were imported from Great Britain, and only 38,052 bales, (15,062,400 pounds,) valued at \$1,860,847, direct from the United States; 2,356 bales from Venezuela; 1,197 bales (180,500 pounds) from Brazil; 498 bales (100,100 pounds) from Chili; 100 bales (39,700 pounds) from Havre, and the remainder from other countries; besides 39,373,400 pounds of cotton yarn, valued at \$7,533,385, (19 $\frac{1}{10}$ cents per pound average;) 5,844,800 pounds of rice, valued at \$202,616; 546,000 pounds of tobacco, valued at \$72,669.

The total of imports of tobacco to Hamburg was 15,133,600 pounds, valued at \$1.685,700; of rice, 21,871,500 pounds, valued at \$729,727; potash, 2,722 casks, valued at \$134,903.

The total value a of the imports at Hamburg and Altona in 1854 from Great Britain were, in value \$89,697,852, and the value of exports from those cities to Great Britain \$27,636,507; while the import into those cities direct from the United States was but \$4,164,946, and the exports \$3,731,665. Thus showing the insignificant trade and commerce of the United States with the largest and most important commercial city on the continent of Europe in comparison with Great Britain; the latter being indebted for her large share to the 1,492 mail steamship trips between Hamburg and Great Britain that year.

A table showing the quantity of cotton consumed in the several countries named; the number of spindles in operation in each; and the amount of cotton and its value exported direct from the United States in the fiscal year ending June 30, 1855; together with the number of American and foreign vessels which cleared the United States to those countries.

1854-1855—Countries.	Number of spindles in each country.	Number of lbs. of cotton consumed in each country.	Cotton exported from the United States.	Value thereof.	Number of American ships.	Number of foreign ships.	Total vessels from the U. States.
	Spindles.	Pounds.	Pounds.	Dollars.	No.	No.	No.
Great Britain	28,900,000	680,900,000	663,140,120	57,616,749	813	423	1,236
France	6,400,000	180,000,000	207,482,426	19,035,423	367	651	1,018
Spain	8,000,000	40,000,000	33,071,795	3,320,134	116	142	258
Hamburg .....	.....	1,000,000	8,148,818	761,572	12	53	65
Bremen .....	.....	1,000,000	22,640,613	2,020,438	28	168	196
Belgium	2,600,000	20,800,000	12,219,553	1,042,434	53	11	64
Netherlands .....	.....	1,500,000	4,892,006	418,433	28	51	79
Switzerland	1,500,000	25,000,000	.....	.....	.....	.....	.....
Sweden and Norway	800,000	18,000,000	8,428,437	741,278	7	15	22
Italy	1,500,000	22,000,000	16,087,064	1,404,429	69	28	97
German Zollverein	3,800,000	80,000,000	10,752	1,075	.....	3	3
Denmark .....	.....	800,000	209,186	20,971	3	3	6
Russia	9,800,000	64,000,000	448,897	48,647	4	.....	4
Austria	3,000,000	63,000,000	9,761,465	836,674	21	18	39
Total	66,300,000	1,197,100,000	986,541,132	87,268,257	1,521	1,566	3,087

The total quantity of cotton Russia imported in 1853 was 63,955,856 pounds; Spain, 42,000,000 pounds; Belgium in 1854, 25,000,000 pounds; Austria, through Trieste, 44,600,000 pounds, and from Bremen 2,614,883 pounds, and from Hamburg 8,754,100 pounds; German Zollverein, 47,600,000 pounds—of this, from the United States only 9,900,000 pounds; West Indies, 2,475,000 pounds; Great Britain, 35,100,000 pounds; Hamburg, 52,999,910 pounds; Portugal in 1855, 1,911,451 pounds.

By the foregoing table it will be seen how small a proportion of our own produce we carry to the countries which consume it, and how largely Great Britain profits by carrying that which should be transported in our own ships or steamers.

The total imports of Hamburg and Altona in 1854 were valued at \$177,490,762, and exports at \$191,040,490; showing that that little republican city stands in commercial importance in Europe only second to England, and only fell behind the United States \$45,764,118 in exports, and \$127,071,583 in imports, that year.

Hamburg, Altona, and Harburg constitute but one free port, at which there arrived from sea, in 1854, 7,850 ships, containing a tonnage of 1,708,434 tons, including 819 mail steamers; and of these there were but 31 American ships, with a tonnage of 20,385 tons. During the same year there arrived from the Upper and Lower Elbe, river crafts and steamers 55,981, with a tonnage of 458,119 tons.

The vessels employed in the Atlantic ocean carrying-trade carried from this port, in 1851, 12,279 passengers; in 1852, 29,035; in 1853, 29,457; and in 1854, 50,819, to trans-Atlantic countries; total 121,590. At fifty dollars per head, the lowest rate, the passage money amounted to \$6,079,500, besides freight to nearly the same amount.

A liberal course of policy by our government, in aiding its citizens to establish lines of mail steamers direct with these important cities, and thus facilitate cheap and expeditious travelling to the less wealthy classes of our citizens, and those from other countries, would insure to us a large share of this valuable carrying trade. If our present policy is persisted in, we shall soon be in the condition of China, whose imports and exports come in and go out in foreign vessels.

Hamburg possesses great commercial advantages through the rivers and canals which extend to Lubeck and Stettin on the Baltic, the interior of Austria, Bohemia, and even to Warsaw, in Poland. Her exports and imports by river and canal navigation amounted, in 1854, to 933,198,800 pounds of merchandise; by the Berlin and Hamburg railroad, 526,822,800 pounds; and by the Altona and Kiel railroad, on the Baltic, merchandise valued at \$5,512,788, to be re-exported from Kiel to Denmark, Sweden, Prussia, and Norway, and other German ports. These facts illustrate her immense inland commercial intercourse with the Continent, as well as the countries on the Baltic.

The direct trade of the United States with Russia, Prussia, Denmark, Hamburg, Bremen, Sweden, Norway, Holland, and Belgium, amounted in 1855 to \$45,493,169, and employed 944 ships with a tonnage of 524,756 tons. Of these ships, only 294, with a tonnage of 192,984 tons, were American; showing that but a little more than one-fourth the shipping employed in the carrying on of this trade belonged to the United States.

It has been shown that Great Britain has secured the most valuable part of the transit and carrying trade, including mailable matter, by the large number of mail steamers which she runs between the United States, Canada, and her own ports; and that, by running our steamers to Liverpool, or still *increasing that number by adding new lines*, we are but aiding to enrich her. Wise and sagacious, her statesmen and merchants are now planning the establishment of lines

of mail steamers direct from foreign countries to the United States, by which to give employment to those steamers now withdrawn from the carrying of troops, munitions of war, &c., to the Crimea; thus endeavoring to secure such passengers, mails, freight, &c., as cannot be compelled to pass through England, and pay to her a *transit tax*.

If she shall be allowed to carry out her scheme unmolested and unrivalled by us, she may soon possess herself of the small portion of the carrying trade to and from the continent of Europe which is left to our sail-vessels.

It has also been shown that many of the nations of Europe have the advantage of us in the number and tonnage of sailing-vessels employed in the carrying trade between the United States and them; but, finding Great Britain grasping and securing this trade by means of her steam marine, and perceiving that, hereafter, the most valuable freight will only be given to that class of vessels, they have been wise enough to adopt the true policy of replacing their sailing-vessels by *steamers*, for the construction of which *their respective governments* are lending the most liberal aid, by giving contracts for transporting mails direct to the United States and other countries.

Already have commenced running, or are in progress of construction, five steam propellers from Belgium; two steamers from Bremen; five from Havre, not including British steamers running from thence; four propellers from Hamburg. Austria also contemplates running five from Trieste to New York, touching at Algeria, Africa, and at other Mediterranean ports. With these facts before us, we have reason to fear that while we are calculating dollars and cents, spending our time in making political speeches, we shall be deprived altogether of the carrying trade upon the Atlantic and in the European seas, leaving us only that of our own coasts. As to that of South America, England is by no means indifferent nor supine in her efforts to secure the lion's share. Strange that our government should be so blind or inattentive to what is taking place all around them.

There is no single country or commercial port in the whole of Europe, of equal importance, as regards postal and commercial trade and the carrying of passengers, to Hamburg.

There centre the capital and commerce of Germany, Denmark, Holstein, Sweden, Norway, Prussia, Austria, Poland, and even part of Asia. There may be established, by means of steam lines direct from the United States, running frequently and regularly, a new mart, and a most important one, for our most valuable staple articles, *creating a competition* with England for our cotton, and with Bremen for our tobacco, with a batch of other articles in which they now enjoy almost a monopoly, to the great detriment of our planters, farmers, and shipping merchants. By establishing a direct trade and competition, we shall secure better prices for our products, and need no longer rely on a single market. We shall then become independent of England and Bremen to some extent.

The same facts and arguments are equally applicable to Rotterdam, in Holland, the outlet of the commerce of the Rhine from western and southern Germany, and eastern France, Switzerland, Holland, and Belgium, which receives the products of these countries, and

sends merchandise to them through the Rhine and the many navigable rivers emptying into that stream, and by means of railroads leading to many important cities situated in the interior.

The rivers tributary to the Rhine and navigable for steamers are the Neckar, the Maine, the Moselle, the Yssel, the Maes, &c., &c. By establishing lines of steamers direct to those two important points, Hamburg and Rotterdam, we shall in part carry out the purposes and objects so much desired, and so warmly recommended by several southern commercial conventions.

The Hon. Thos. G. Clemson, our former able minister to Brussels, Belgium, says, in a letter to Mr. Hansen, on the subject of a line of steamers to the north of Europe :

"It is highly time that the United States should take her business into her own hands ; they have no need of England's interference between us and the Continent. England has enriched herself with commissions from us ; there is not a bill that does not pass through English hands, and on which she does not receive a commission. The German Zollverein pays England 80 millions of Prussian thalers for cotton twist annually. Suppose that Germany put a higher duty on *cotton twist*, she would receive her raw cotton from us, and we would be the *carrier*. The German market being lost to England, the cotton manufacturers in England could not afford to manufacture for less, but would be forced into the necessity of finding other markets for their manufactures, and, instead of reaping, she loses that profit ; she would, in a manner, be but our agent to increase the market of our staple articles. No other nation is contributing so largely towards the building of her splendid docks and storehouses, steamers, hotels, and railroads, as we ; and so are we enriching Bremen."

That the location of Hamburg, in regard to mail facilities, is fully comprehended by other governments, is shown by the running of so many mail steamers to her ports, (ninety-two steamers, which made 819 trips in 1854,) and by the fact that the Prussian, Danish, Hanoverian, Swedish and Norwegian, and Mecklenburg Schwerin governments, and the Prince of Thurn-Taxis, have post offices there.

Should the line proposed be established, the Post Office Department of the United States would find it greatly to facilitate and increase mailable matter by stationing an agent there also.

Hamburg, and not Bremen, is the great distribution place for the mails for Denmark, Norway, Sweden, Russia, Prussia, eastern, southeastern, and northern Germany, Austria, Poland, and even Asia. A glance on a railroad map will show it at once. And if a line of mail steamers should be placed on the route from Trieste to Alexandria, which will run from city to city in seventy hours instead of ninety, as at present, the British and United States mails for China and the East Indies will pass through Trieste *via* Hamburg, this being the shortest and quickest route, and the cheapest for the United States correspondence, on account of the high English and French transit postages.

Kiel is reached from Hamburg by railroad in two hours and a half ; Lubeck, on the Baltic, in seven hours from Gluckstadt, near Hamburg ;

and from Lubeck three Russian mail steamers run weekly to Riga and St. Petersburg, performing the distance in three days.

From Kiel and Lubeck run, daily, mail steamers to Copenhagen; semi-weekly to Gottenburg and Christiana, in Norway; and weekly to Stockholm; performing the trip in sixty hours. Besides these, a number of branch lines run to almost every commercial port on the Baltic and North seas.

The Bremen line of steamers has wholly failed to accomplish the object for which it was established, because that city is located in a corner of Germany, fifty-six miles up the river; is accessible for vessels drawing only twenty-four inches in the summer season, and closed by ice in the six winter months, if not more, and is not connected by railroads with Bremenhaven, and never will be, on account of the river Weser running through the territory of Oldenburg, below the city of Bremen; the former having a port of entry called Brake, a few miles above Bremenhaven, and accessible for vessels drawing ten to twelve feet of water; and, to secure the landing of merchandise at Brake, refuse to have a railroad built from Bremen to Bremenhaven through her territory, (as Hamburg is with Gluckstadt.)

From the location of the German railroads, it will be seen that no mails pass through the city, with the exception of a few local mails, and those from the United States.

The total revenue accruing to the United States from these mails, exclusive of our own inland postage upon the Bremen mails, for the fiscal year ending June 30, 1854, was only \$37,906 66; and in 1855 \$39,144 66; for which the line received \$200,000 per annum! At the rate of these yearly deficiencies, amounting to a loss by the Post Office Department, for the ten years the line has now nearly existed, to the gross sum of \$1,600,000.

And this line, instead of depriving Bremen of the carrying-trade, only aids her to monopolize the tobacco trade, as our steamers to Liverpool aid that city in monopolizing the cotton trade.

If we compare Hamburg with Bremen, we shall find that one million of letters arrive at the former place for every ten thousand at the latter; and while not a single mail steamer runs to Bremenhaven from foreign countries, we have shown that eight hundred and nineteen mail steamers entered the port of the former during the year 1854. These facts should be sufficient to convince us that our lines of mail steamers should run to other ports whose business will enable them to repay all and more than is expended upon them by the Post Office Department, and at the same time open new marts and competition for our own products.

By the delivery, by a Hamburg line, of the mails at Plymouth, England, the letters to London, Liverpool, Hull, and Manchester will reach their destination nearly simultaneously, in the shortest possible time. Allowing that the Hamburg and Liverpool steamers left New York at the same moment, and made equal speed across the ocean, the letters by the former would be delivered in London twenty-four hours, and at Liverpool and Manchester twelve hours, sooner than by the latter.

The Prussian closed mail would be delivered at Rotterdam, and at least two days, if not more, of time would be saved, besides the transit postage of $16\frac{1}{2}$ cents per ounce through England to correspondents. Nor is this all; for, as it is proposed to reduce the ocean postage to 10 cents, a single letter would cost 15 cents instead of 24, 31, or 40. This decrease of the price of postage it is believed would be more than compensated in revenue of the number of letters, and the remark made by a distinguished northern senator would be verified, namely, that "cheap ocean postage would tend to supersede the clandestine or illicit conveyance of letters, and to draw into the mail all mailable matter which is now often intrusted to the pockets of passengers or the boxes and bales of merchandise. With every new facility of correspondence there is naturally a new expansion of human intercourse, and there is reason to believe—indeed, well-founded reason to believe—that cheap ocean postal communication with foreign countries would be of incalculable importance to the commerce of the United States; and again, by promoting the intercourse of families and friends now separated by the ocean, cheap postage would add to the sum of human happiness. The present high rates of ocean postage, namely, 24 cents on a letter weighing half an ounce, is a severe tax upon the poor, amounting in many cases to absolute prohibition of all foreign correspondence. This should not be. It particularly becomes our country, by the removal of all unnecessary restraints upon foreign correspondence, to advance the comfort of European emigrants now making a home among us, and to destroy, as far as practicable, every barrier to free intercourse between the Old and New World."

But what is greatly of equal importance to the United States is, to secure at the same time a part of the carrying trade from the two most important outlets of commerce in Germany by the rivers Elbe and Rhine, and the eastern part of France and Switzerland. By steam navigation on the Rhine, a cheap and direct communication will be obtained between the United States and Switzerland, as it is already established between Great Britain and Switzerland. The very heart of Europe may be thus united in direct commercial intercourse with our great republic; goods and merchandise may be shipped from the United States to those countries without the necessity of being landed and reshipped at Rotterdam, or the incurring of any additional expense by discharging the cargo into the river boats lying alongside; and may reach their destination in fifteen or sixteen days from the United States. Upon a single bale of cotton would there be saved at least two dollars, comparing the cost with the expense of transporting it by the present routes through England, Belgium, and France; and Switzerland alone consumes twenty-five million pounds of cotton per annum, and the German Zollverein from eighty to one hundred million pounds, which is mostly received by the Rhine.

The following facts will show the importance of the trade between the United States and Switzerland: In 1855, that country exported to the United States goods of the value of \$7,778,132, of which \$3,791,004 came through France, \$3,405,266 through England, and \$569,168 through Bremen; showing that her exports seek the ports where they can meet with quick or steam transportation, even though,

as in the case of their going to Bremen, they take a longer and more expensive and circuitous route.

Of the articles imported from Switzerland, in value, \$212,700 were manufactures of cotton, \$4,346,534 of silk, \$2,573,416 of watches, \$28,426 of iron and steel, and \$311,638 of embroideries.

She is one of our best customers, and as she possesses no mercantile navy, we should strive to be not the *sellers* alone of our cotton to her, but the carriers also, and to carry it as cheaply and expeditiously as possible to compete successfully with England. By the route via Rotterdam a yearly saving of \$200,000 would be made by our planters, shippers, and consumers, on raw cotton alone.

That Great Britain already fears German and Swiss competition in the manufacturing of cotton, is made evident by the proceedings of a meeting held by the Manchester Chamber of Commerce some time since.

The chairman of the meeting said he had been suffering a diminution of orders from the Continent; and he had been told the reason was, that continental manufactures were progressing to such an extent, that they would be able, very soon, to take several articles he had been accustomed to furnish, at a cheaper rate than he could; a serious falling off in the exportation of cotton goods, through the competition, depriving England of the monopoly of which it has so long had the undisputed enjoyment.

The chairman informed the meeting that he himself, and many other gentlemen, had received tempting offers to remove his capital and industry out of this country, (England,) and he had no doubt that he could employ his money to more advantage to himself abroad. In confirmation of which, it was stated that two firms, the names of which were given, were now building factories on the Rhine, instead of in Lancashire, which was their first intention.

With such facts before us, our statesmen should endeavor to increase the facilities of the manufacturers on the Rhine, and enable them to compete successfully with England. The most important of these facilities are quickness, and cheapness of transportation.

The Hon. Mr. Corwin, late Secretary of the Treasury, said, in his annual report of 1852, in regard to the undisputed monopoly England possessed in the cotton trade: "The exports of raw cotton to several countries from Great Britain exceed those from the United States to the same countries; and that the value of such exports of American raw cotton from Great Britain to the Continent of Europe exceeds the entire exports of breadstuffs and provisions to all parts of the world during the past year, will scarcely amount to the value of the cotton goods imported, and the duties thereon."

Rotterdam has the advantage of an uninterrupted inland navigation to Vienna, in Austria, and to the Black sea.

The exports of our domestic goods to Holland, in the fiscal year ending June 30, 1855, direct, were valued at \$1,920,369; and including foreign merchandise, at \$2,128,984. Value of imports, \$1,825,700. Of the exports, were 4,892,006 pounds cotton, and 17,124 hogsheads, 27 cases, 98 bales of tobacco, valued at \$1,068,782. Besides the steam intercourse Rotterdam has with the cities and countries on the Rhine and its tributary rivers, steamers run to Emmerich, and Antwerp in ten

hours ; Bordeaux, Dortricht, Dunkirk, Edinburg, Gertruidenburg, Gonda, and Hamburg, in forty hours ; Havre, twenty-four hours ; Herzogenbush and Hull, twenty-two hours ; London, twenty-four hours ; Leith, Liverpool, Moerdyk, Newcastle, Nemegayn, Venloo, Vlissingen, and Vresswick ; besides being connected by railroads with Amsterdam, Antwerp, and all the interior railroads up the Rhine and the western parts of Germany and Austria.

But, as is fully illustrated in the above statements, the monopoly Great Britain holds in the cotton trade and the manufacturing of cotton, *Bremen* enjoys our tobacco, and in the manufacturing of it into cigars, &c., &c.

Bremen supplies the whole of Germany, Austria, Poland, Russia, Sweden, Norway, Holstein, and even Hamburg, which enables her to fix her own prices here and in Europe, and regulate the tobacco market as she chooses.

Bremen imported the following quantity of tobacco and stems :

	Pounds of tobacco.	Pounds of stems.	Value in Bremen thalers.
In 1851.....	33, 079, 343	8, 434, 220	\$5, 098, 283
1852.....	59, 764, 145	9, 115, 227	7, 181, 390
1853.....	46, 856, 295	12, 128, 015	6, 893, 312
1854.....	55, 898, 016	11, 900, 835	7, 991, 640
Total.....	195, 598, 799	41, 578, 297	27, 164, 625

Of the above quantity was imported, in 1854, from the following places :

	Raw tobacco, pounds.	Value in Bremen thalers.	Stems, pounds.	Value in Bremen thalers.
Java.....	14, 203	5, 793	-----	-----
East India countries.....	43, 136	3, 758	-----	-----
Havana.....	693, 325	299, 359	-----	-----
Cuba.....	2, 483, 516	648, 409	-----	-----
Domingo.....	2, 240, 944	314, 541	-----	-----
Canaster, (Varinas).....	1, 097, 093	131, 851	-----	-----
Porto Rico.....	3, 339, 890	308, 430	-----	-----
Brazil.....	7, 470, 991	757, 463	-----	-----
Colombia.....	2, 909, 005	1, 064, 332	-----	-----
Mexico.....	18, 399	3, 836	-----	-----
Texas.....	1, 279	150	-----	-----
Florida.....	286, 479	133, 690	-----	-----
Kentucky.....	16, 775, 367	1, 791, 228	2, 772, 565	102, 227
Maryland.....	10, 065, 475	1, 085, 037	-----	-----
Ohio.....	2, 316, 733	261, 632	-----	-----
Seed-leaf.....	855, 617	132, 730	-----	-----
Virginia.....	4, 956, 028	509, 394	9, 091, 329	388, 200
Hallasedish.....	15, 581	1, 662	-----	-----
Hungarian.....	220	41	-----	-----
Turkey.....	6, 943	1, 497	-----	-----
Germany.....	307, 792	25, 999	-----	-----
Total.....	55, 899, 016	7, 500, 832	11, 900, 835	491, 808

Of the above was imported into Bremen from the United States, 35,255,699 pounds, at the value of 3,913,711 Bremen thalers; and 11,900,835 pounds of stems, at 490,427 thalers, (77 cents a thaler.) Bremen re-exported to Denmark, Sweden, Norway, Holstein, Hamburg, and Russia, in 1854:

	Tobacco.	Stems.	Austria.	Switzerland.
Florida	176,632	-----	14,400	-----
Kentucky	12,155,915	1,681,158	593,267	254,030
Maryland	7,324,115	-----	429,495	-----
Ohio	2,246,962	-----	297,200	-----
Seed-leaf	591,075	-----	226,096	-----
Virginia	2,202,808	5,876,451	664,700	242,499
Total pounds	24,697,507	7,567,609	2,225,158	496,529

Bremen also exported 8,124 $\frac{1}{4}$ millions Havana cigars, valued at Bremen at 211,870 thalers; and of Bremen manufactured cigars, of American and other tobacco, to Europe and the Levant, 96,545 $\frac{1}{4}$ millions, valued at 834,351 thalers; and to the United States and other trans-Atlantic countries as follows:

Places to which the cigars were exported.	Number of millions.	Value in Bremen thalers.
Canada	604	5,296
Boston	30	242
New York	7,771 $\frac{1}{2}$	57,979
Philadelphia	378	2,497
Baltimore	2,792 $\frac{1}{4}$	19,422
Richmond	86 $\frac{1}{4}$	907
Charleston	642 $\frac{1}{4}$	4,481
Savannah	23	265
New Orleans	278 $\frac{3}{4}$	2,548
Tennessee	19 $\frac{1}{2}$	194
St. Louis	79 $\frac{1}{4}$	607
Texas	104	813
California	2,220 $\frac{1}{4}$	17,367
	15,029 $\frac{1}{4}$	112,618
Hayti	224 $\frac{1}{2}$	1,758
Jamaica	127 $\frac{1}{2}$	932
Porto Rico	235	1,802
St. Thomas	59 $\frac{1}{2}$	466
Venezuela	173 $\frac{1}{4}$	1,709
Brazil	64	749
Argentine Republic	365 $\frac{1}{4}$	3,019
Peru	155	1,301
Canary islands	76 $\frac{1}{2}$	652
Cape Colonies	980	5,294
Java	7	59
South Australia	371 $\frac{1}{2}$	3,192
South Sea and ships' use	59 $\frac{1}{4}$	455
	17,927 $\frac{1}{4}$	134,006

Making the total exports of Bremen manufactured cigars 114,472 $\frac{1}{2}$ millions, valued at Bremen at 968,357 Bremen thalers; and at the rate of 75 cigars to a pound of tobacco, required 1,533,037 pounds, (valued at Bremen at 10 cents per pound,) and cost \$153,302 70, but produced the enormous return to the manufactures and shippers of not less than 34,341,750 thalers, at the low price of three thalers per thousand. Deducting 50 per cent. from the above amount for duties paid to the respective governments, to which countries the cigars were exported, and for the raw tobacco, boxing, manufacturing, commissions, and freight, which is a large allowance; still there is a clear profit of 17,170,875 thalers, or more than ten millions over and above the cost of the 77,000,000 pounds of tobacco and stems imported in the same year to Bremen, without adding the large amount received for the raw manufactured, cut, and chewing-tobacco exported also the same year, which would swell the sum to millions more.

But, more fully to understand the enormous profits Bremen derives out of her monopoly of our foreign tobacco trade, it is only necessary to compare what she paid us for our raw tobacco, and what she received for the American tobacco manufactured and returned to us for consumption.

From 200,390 pounds of tobacco were manufactured 15,029 $\frac{1}{4}$ millions of cigars, which were, as above stated, exported in 1854 to the United States. The tobacco, at 10 cents a pound, cost \$20,039. The 15,029 millions cigars returned, sold, at the very lowest market prices, at \$3 per thousand—some at \$5, and some as high as \$10; but taking the lowest price, \$3, they brought a return of \$4,508,700. Deducting, as above, 50 per cent. for the raw tobacco, freight, duties, &c., &c., a clear profit of \$2,254,350 is still left; in addition to which, the Bremen ships were the carriers of the raw and manufactured tobacco to and from the United States—a fact which will hereafter be more fully considered.

By examining the Bremen statistical statements of her trade and commerce for 1854, it will be seen, what is most remarkable and hardly comprehensible, except to those who are in the secret, how her merchants and manufacturers evade the payment of duties upon the true value of their cigars.

For instance, such cigars as are sold in the United States at wholesale by their agents for \$3 a thousand, are only invoiced at \$7 69 and a fraction a million, while they cost the manufacturers at Bremen, at the very lowest estimate, \$7 90, as follows: To make one thousand cigars, 13 pounds of tobacco, at 10 cents per pound, at Bremen, \$1 30; 40 boxes, to contain 250 each, 4 cents a piece, \$1 60; labor to make each thousand, 50 cents; one million, \$5; total, \$7 90; saying nothing of storage, office rents, clerk hire, cartage, mail correspondence, &c. To the above must of course be added the freight, and to the cost on entries at the customs where they are landed.

It is clear, from these facts, that their object is to save the duties by under-valuations. Their enormous profits are first obtained on the sales in the United States, and out of very large profits they obtain a sufficient sum to buy up a new stock of raw tobacco, and send

it in their own ships, to go through the same process as that above described.

The above facts fully illustrate the advantages which Bremen possesses, and, instead of aiding such monopoly, we should adopt every means to break it up, and of sharing a portion of those profits ourselves; or of furnishing the consumers with the article as cheap as possible, thereby increasing the value and consumption, which will raise the prices, particularly to such countries as Denmark, Holstein, Sweden, and Norway, which produce no tobacco. Russia raises but an inferior quality, and imports annually over eight millions of pounds, mostly of American tobacco, indirect, and about 5,000 millions cigars.

The following is a comparative statement of the quantity of tobacco consumed in several countries; home production, number of pounds imported, and consumption per head.

Nations.	Quantity of home produc- tion.	Quantity imported.	Consumption—	
			Of tobacco.	Per head.
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
United States -----	200,000,000	4,000,000	76,000,000	3
Great Britain -----		32,400,000	54,000,000	1½
France and Algeria -----	34,000,000	35,000,000	68,000,000	1¼
Holland -----	2,080,000	5,760,000	8,000,000	2½
Belgium -----	1,080,000	14,400,000	8,400,000	2¼
Denmark -----		4,400,000	4,400,000	2
Norway and Sweden -----		10,000,000	10,000,000	2
Germany -----	60,000,000	21,600,000	57,600,000	2¼
Switzerland -----	500,000	6,000,000	6,500,000	2½
Austria and the Tyrol -----	43,200,000	25,400,000	68,000,000	3
Russia -----	102,800,000	8,400,000	110,000,000	2
Total -----	443,660,000	167,360,000	470,900,000	

The above table is a forcible argument in favor of carrying and disposing of our tobacco direct, to such nations as produce none, and particularly those of the north of Europe.

Bremen, as has been shown, not only in a great degree monopolizes the tobacco trade here and in Europe, but she has also been able to secure the most profitable carrying-trade between the United States and Europe, and *vice versa*. Out of the thirty-two ships which left Baltimore for Bremen in 1854, which, besides other merchandise, carried 15,664,819 pounds of tobacco, valued in Bremen at 1,683,062 thalers, and 1,649,055 pounds of stems, valued at 71,663 thalers—total, 1,751,325 thalers—only two were *American*; and, out of thirty-eight ships which left New Orleans the same year, and which carried 12,274,500 pounds of tobacco, and 1,758,996 pounds of stems, valued together at 1,382,541 thalers, only three were *American*. Of seventeen vessels from Richmond, Va., which carried 11,245,448 pounds of tobacco and stems, valued at 706,595 thalers, not one was

an *American* vessel; and of the ten vessels from Charleston, Wilmington, Savannah, and Mobile, none were *American*. Of the ninety-five which left New York and Philadelphia for Bremen, only two sailing-vessels and the Bremen line of steamers were *American*.

Of the 565 ships which entered and cleared from Bremen to the United States, only eighty-three were *American*; and of these, twenty entered and cleared from Bremen in ballast; and of the eighty-three, twenty-two were the Bremen line of steamers, reducing the number to forty-one sailing-vessels out of the 543 sailing-vessels which participated in the carrying-trade between the United States and Bremen. The result of this carrying-trade is obvious to all. Bremen also participates largely in the carrying-trade between the United States and foreign countries. In fact, she not only monopolizes the tobacco trade to a greater extent than England does the cotton trade, but to a far greater extent in proportion to the amount of that trade.

A correspondent's remark in the *Union*, in regard to an improved postal arrangement between the United States and Switzerland, certainly merits the attention of both governments. He says, truly, that "the present rates are exorbitant; for a single letter from the United States to *Switzerland*, via Liverpool, the postage is one franc and thirty centimes—equal to twenty-five cents—and their allowance so very light ($\frac{1}{4}$ ounce,) that it is almost impossible to send an ordinary sheet of paper in an envelope without incurring the enormous tax of double rates, or over fifty cents." This, it must be apparent, is a very serious drawback to correspondence; yet, correspondence must necessarily accompany commerce. Indeed, should that correspondence reach the magnitude of this letter, it would become dollars rather than francs. I may state an article which the United States can furnish, and which has been particularly mentioned here by those engaged in commerce with that country: lard could not fail to be a profitable shipment to Switzerland, (and the proper route is by way of Rotterdam.) In regard to the transit goods passing through France, to and from Switzerland, the writer remarks:

"Whereas merchandise is now subject to be overhauled and ill repacked at each station in France through which they pass, to the serious damage and detriment of many packets, which will not take place if goods are shipped by way of Rotterdam and up and down the Rhine, as before stated, it is not even wanted to be landed before it reaches Switzerland; and so merchandise from Switzerland to England is shipped direct, which saves large per-centages and commission to the owners of the goods." Besides the loss of time on letters going the roundabout way, by Liverpool and France, to Switzerland, landed at Rotterdam, they would reach their destination forty-eight hours sooner, and not cost more than sixteen cents per half ounce, instead of forty-eight, the present cost. It cannot be for a moment doubted, that if reasonably cheap transit facilities existed between this country and the North of Europe by steam, perhaps not less than ten to fifteen thousand of our mechanics, importers, and exporters of less means, farmers, and a large number of our adopted citizens who have friends or relatives residing on either side the Atlantic ocean, would visit the

Old and New Worlds, and in search of profitable information and extended knowledge of their respective business.

The benefits arising from the adoption of this measure would be a hundred times more serviceable to the country. We would obtain a better, more intelligent, and wealthier class of actual settlers, and be the carriers ourselves, but to whom no such facilities at present exist for them so avail themselves of by the Cunard and Collins lines through England. The charges are so enormous that it would swallow up their whole capital, if crossing with a large family. Such passengers as are here alluded to will not venture with their families in sailing-vessels; which they dread, on account of sickness, and the long and tedious sea voyage.

It is generally understood that our government was established upon the basis of equality, and for the benefit of all citizens living under it, without exception of persons or classes, because all unite in upholding it; and as it is for the national interest that our mails should be carried to foreign countries in our own vessels, so it would be but of *equal justice* and national interest that our people, without regard to wealth, should have the *equal right* to participate in the facilities and convenience to travel in those *well paid* government mail steamers. They certainly pay *directly* or *indirectly* a tax—more so than the pleasure-going part of our citizens—towards upholding these splendid floating places, exclusive (as it appears) of that small portion of our nobility, or aristocratic class of our citizens.

The transportation of emigrants from Germany and the North of Europe has been heretofore chiefly in the hands of European merchants and shippers, who have made a very profitable business of it. From 1819 to 1855, inclusive, the emigration from that portion of Europe into this country has been as follows:

Year.	No. of passengers.	Year.	No. of passengers.	Year.	No. of passengers.
1819.....	4,700	1832.....	24,200	1845.....	67,209
1820.....	2,200	1833.....	20,000	1846.....	106,662
1821.....	2,200	1834.....	24,000	1847.....	110,434
1822.....	2,400	1835.....	17,000	1848.....	83,510
1823.....	2,500	1836.....	24,000	1849.....	85,127
1824.....	2,700	1837.....	33,000	1850.....	89,838
1825.....	4,300	1838.....	20,000	1851.....	113,199
1826.....	4,800	1839.....	28,000	1852.....	118,126
1827.....	11,000	1840.....	28,000	1853.....	141,928
1828.....	9,500	1841.....	22,000	1854.....	215,009
1829.....	8,000	1842.....	20,001	1855.....	71,828
1830.....	15,000	1843.....	23,001		
1831.....	15,100	1844.....	43,701	Total.....	1,613,783
To these add 200,000 who have left unknown to their European governments					200,000
And from Switzerland, Italy, Denmark, Norway, Sweden, &c.....					500,000
Total number who arrived in the United States in 37 years.....					2,313,783

This emigration will probably continue to some extent; and as it is a very profitable carrying trade, it should be the policy of this govern-

ment to secure it to American vessels or steamers, which would be done by establishing a line of steamers from New York to Gluckstadt, near Hamburg. The passage per head having been forty Prussian thalers, the above 2,313,783 passengers must have paid not less than 92,451,320 thalers—\$63,791,420 80.

Nor do the German and North of Europe emigrants come to this country in destitute circumstances. Dr. Gaebler, royal councillor and president of the central joint emigrant societies in Germany, states, in a statistical work published at Leipzig, that each emigrant left his country with an average of 147 thalers; and it is probably more, since, as several German states require the emigrant to pay a per-centage upon what he takes with him, they have a strong inducement to state the sum of money they take out with them at less than what it really is. The Doctor himself says, indeed, that it is reasonable to believe that 300 thalers is nearer the average which each emigrant takes with him, if all classes of emigrants are taken into the account. If this be true, then these emigrants left their countries with 664,134,900 thalers; and deducting 150 millions for passage money and other expenses, they brought to the United States 514,134,900 thalers, or \$354,753,081.

Now, if a line of mail steamers to Hamburg should, as it undoubtedly would, be the means of bringing a wealthier class of emigrants from the North of Europe to the United States, it can easily be seen that the country would have thereby a very large accession of capital, besides the addition to its agricultural labor and consequent increased production.

To the question, What has emigration benefited us? it may be answered, Look at the great West, and see how rapidly it has been settled, and with what magic have arisen the great commercial cities of Cincinnati, Louisville, St. Louis, Chicago, Detroit, Buffalo, Milwaukee, Burlington, Davenport, Alton, Dubuque, St. Paul, &c. &c. Look at the hundreds of millions of acres of public land which have in a very few years been changed from forest to field, from interminable prairies, vocal only with the tramping of herds of buffalo, the howl of the wolf, and the sharp crack of the Indian rifle, to extensive and productive farms, groaning under the golden harvest, or covered with large herds of cattle. Look at the railroads running in every direction to and through this vastly productive region, which but a short time since was the great unknown far West. Look at the hundreds of steamers running up the lakes from Buffalo, filled with passengers and laden with wheat, flour, and other products; look, also, at the hundreds of steamers running up the Mississippi, the Ohio, the Missouri, and their tributaries, filled with hardy races seeking new homes, and returning laden with wheat, lead, lumber, &c.

In the language of a contemporary it may be said:

The truth is, for the last twenty years we have had a current of millions of laboring men pouring upon these shores; men just fitted to do the material work necessary for its prosperity, and to be pioneers, or to take the places of native laborers, who should themselves lead through the forest and the prairie the onward march of our improving civilization. No other country ever had in all its treasures such a rich import of labor so suited to its present needs. It is these millions

which have either settled themselves or have allowed our native population to settle on those fertile western plains. It is *immigration* which has made the farms of Indiana and Illinois worth their \$230,000,000, or more than \$200 for each man, woman, and child inhabiting them. It is this which has given the humble basis of drudgery on railroads and canals, in house and on farm, in which American ingenuity could build this fair structure of western prosperity.

It is foreign labor—dull, patient, and stupid—despised drudgery by Irish and Germans, which lies at the bottom of our Chicagos, and Cincinnati, and Pittsburgs. Without the foreigners, fewer railroads and fewer canals would have been built; our eastern native population would have been confined more to labors in its own limits; less land would have been needed or occupied; all the products of the soil would have been more expensive to raise, and we may safely say that the wonderful rapidity of progress which has characterized this country would have been greatly checked.

Undoubtedly, Saxon energy in time would have built up a grand community; but the growth, without foreign accretion, would have been by centuries instead of decades; even as in England.

The importance of the reform in the reception and care of immigrants instituted at Castle Garden, New York, is forcibly illustrated by the following statement of arrivals during the first three months after the system commenced:

1855.	No. of vessels.	Bondable passengers.	Passengers not liable to bonds.	Cash means.
August 1 to August 31 -----	39	7,788	357	\$561,963 33
September 1 to September 30 -----	55	11,363	658	489,652 75
October 1 to October 31 -----	65	13,463	570	551,383 08
Total -----	159	32,614	1,585	1,602,999 16

These emigrants all brought labor with them. Besides this, they brought each one an average of \$46 55 in money upon their own showing, but a great deal more *in reality*, (as before stated in Dr. Gaebler's statement.) If the arrivals numbered half a million for the whole United States one year, as they did nearly, our national wealth would thereby receive an addition of at least 23,275,000, and probably over \$30,000,000 in gold and silver; 2,325 vessels would be required to bring them here.

What a source of wealth to this country is emigration; and how much more would it not be if a better, and more intelligent, and a wealthier class could be induced to emigrate; and how carefully should we, as economists and politicians, foster and encourage it.

The following table of the apportionment of some 29,000 of them, arrived during the summer 1855, will be found interesting. It includes a statement of the amount of money they took to their several destinations, as given by themselves. It is much less than the actual sum in nearly every item:

States.	No. of passengers.	Money.
New York.....	12, 297	\$310, 600 50
New Jersey.....	736	12, 119 44
Pennsylvania.....	2, 867	109, 809 37
Ohio.....	2, 001	100, 735 74
Maryland.....	328	8, 048 34
Indiana.....	538	30, 858 70
Michigan.....	717	40, 844 81
Illinois.....	2, 035	123, 097 50
Wisconsin.....	3, 247	263, 381 36
Kentucky.....	115	3, 996 50
Iowa.....	429	25, 721 00
Missouri.....	245	15, 489 85
Virginia.....	138	12, 314 87
Connecticut.....	383	10, 137 08
California.....	214	43, 165 00
Rhode Island.....	280	2, 825 53
Minnesota.....	89	3, 582 00
District of Columbia.....	136	2, 605 62
Florida.....	10	184 50
South America.....	12	11, 873 00
Delaware.....	25	550 00
Cuba.....	4	112 25
South Carolina.....	16	1, 235 00
Canada.....	2, 107	16, 090 25
Massachusetts.....	1, 325	20, 109 95
Georgia.....	18	1, 609 25
Tennessee.....	24	418 50
Maine.....	41	182 70
Arkansas.....	8	9 50
North Carolina.....	16	2, 510 75
Total.....	29, 130	1, 174, 219 86

Whether this line would produce a revenue to the Post Office Department instead of being a burden, as is the case with all our European lines, and particularly with the Bremen, the supposition is, *that it would*, for various reasons: First, the location for mail facilities of Rotterdam is far better, and so is Hamburg, in comparison to Bremen. Letters destined for Holland, Belgium, east of France, bordering on the whole Rhine, the west and southwestern parts of Germany and Switzerland, through Rotterdam, and letters for Denmark, Sweden, Norway, Russia, Poland, Hungary, Italy, and Austria, will reach, through Hamburg, their destination two days sooner than by the way of Liverpool, Ostend, and Bremen; the latter city being one of the most insignificant, in regard to mail facilities, on account of its location in a corner of Germany, and no connexion with the North Sea by railroads. Second, if the ocean postage is reduced to five or ten cents for a single letter, such an increase of letters and mailable matter will take place from these millions of adopted citizens and commercial correspondence, and thereby save the heavy tax and detention on letters now passing through England and France, and produce a sufficient revenue to the Post Office Department to pay for itself.

With respect to transportation of merchandise to and from the Baltic to the United States, it can be conveyed cheaper by way of Gluckstadt

and Kiel, or Lubeck, on the Baltic, and *vice versa*, than through the Ore sound, and much quicker, as will be seen from the following tables, which are the comparative charges on merchandise exported and imported to England by way of Gluckstadt and the Ore sound; which is, of course, even more applicable to the trade from the United States and the Baltic.

There are no transit dues on over 200 articles of merchandise passing through Holstein in transit from Gluckstadt to Kiel, or *vice versa*; among them are cotton, ashes of all kinds, hemp and hemp-seed, flax, wool, whalebone, skins, spermaceti, candles, iron, coal tar, &c.; besides, merchandise landed at Gluckstadt will save the Stader dues, and also the heavy lighterage in Hamburg.

Expenses on merchandise shipped from the Baltic sea to Hull in lots of 15,000 pounds.

BRISTLES FROM ST. PETERSBURG TO HULL.

<i>Through the Ore sound.</i>		<i>Via Kiel and Gluckstadt.</i>	
Freight to Hull, 1 ton, (44 pud) -	£1 10s. 0d.	Freight to Kiel, 9 thalers per 60 pud -	19 14
And 10 per cent -	3 0	Commission at Kiel and Gluckstadt -	3 8
	1 13 0	Charges at 1 pence per centner	14
Sound dues -	16 9	Freight to Gluckstadt per railroad -	4 6
	2 9 9	Transit fee -	-----
In favor of Gluckstadt, 9 pence per ton.		Hamburg current mark -	28 10
		Or, in English pounds -	£1 13s. 8d.
		Freight to Hull per steamer, 20s., and 10 per cent -	15 4
			2 9 0

FLAX FROM ST. PETERSBURG.

<i>Through the sound.</i>		<i>Via Kiel and Gluckstadt.</i>	
Freight to Hull, 56s. per ton, (63 pud,) and 10 per cent -	£3 1s. 6d.	Freight, commission, charges.	£2 8s. 2d.
Sound toll -	7 1	Freight to Hull, 15s., and 10 per cent -	16 6
	3 8 7		3 4 8

HEMP.

Freight, &c., per ton -	£3 1s. 7d.	Freight to Kiel, commission, &c -	£2 8s. 2d.
Sound toll -	1 9	Freight from Gluckstadt to Hull -	16 6
	3 6 4		3 4 8

HIDES.

Freight to Hull per ton, &c. -	£2 1s. 10d.	Freight to Kiel, &c. -	£1 19s. 2d.
Sound toll -	3 5	Freight from Gluckstadt to Hull -	16 6
	2 5 3		2 15 8

IRON FROM STOCKHOLM.

Freight to Hull per ton, and 10 per cent -----	£1 13s. 0d.	Freight to Kiel, commission, &c -----	£1 3s. 1d.
Sound toll and commission---	2 8	Freight from Gluckstadt to Hull-----	11 0
	<u>1 15 8</u>		<u>1 14 1</u>

POTASH.

Freight to Hull per ton-----	£1 13s. 0d.	Freight to Kiel, commission, freight to Hull from Gluck- stadt -----	£1 11s. 6d.
Sound dues-----	2 1		
	<u>1 15 1</u>		

Merchandise shipped from Hull to the Baltic.

COTTON.

Through the sound.

Freight per ton, and 10 per cent. and sound dues -----	£3 7s. 6d.
	<u> </u>

Via Gluckstadt and Kiel.

Freight per ton, and 10 per cent. commission, &c., tran- sit free-----	£3 1s. 2d.
	<u> </u>

COTTON AND MANUFACTURED GOODS IN BALES OF 800 POUNDS.

Freight, and 10 per cent -----	£1 13s. 0d.	Freight, and 10 per cent., and transit dues, railroad charges -----	£2 5s. 10d.
Sound dues and commission --	1 10 7		
	<u>3 3 7</u>		<u> </u>

WOOLEN GOODS IN BALES 40 CUBIC FEET, 700 POUNDS.

Freight, and 10 per cent -----	£1 13s. 0d.	Freight, and 10 per cent., and commission, transit dues, &c -----	£2 2s. 8d.
Sound dues and commission --	1 18 3		
	<u>3 11 3</u>		<u> </u>

Consider the advantages of steamers in promoting trade and commerce with sailing-vessels, in addition to the carrying of mails; the short time it takes to cross the ocean; the saving of time; the health of the passengers; the saving of interest on advances made upon merchandise consigned to agents; the quick returns for our products shipped abroad; and, more than all, enabling merchants with small capital to become their own importers and exporters, and going to Europe and there selecting their own goods, such as will suit their customers and market, and thereby saving large commissions, and on account of the quick and certain crossing the ocean, can be supplied at any time, enabling them to do their business with half the capital necessary, as if their goods were to be transported in sailing-vessels.

The principal importing houses of continental merchandise, with exporters of our own produce, as shown before, are nearly all in the hands of foreigners, who never become citizens, and take no interest in our internal prosperity or improvement. They generally, after accumulating wealth, return to their native countries, disposing of their interest here to some of their foreign friends, who take their places.

Great weight is every year laid upon the deficiency of the Post Office Department, even by the honorable Postmaster General him-

self; but the State, Navy, and War Departments produce no revenue, and why should not the Post Office Department receive appropriations from the national treasury when required for the national interest, as well as the others? In fact, in regard to national interest, the Post Office Department's mail facilities produce a far more direct interest and benefit to the largest number of the people than all the other departments combined. Through that channel floats the prosperity of our trade and commerce first, before the money on duties goes into the national treasury, and the profits of our industry into the pockets of our planters, farmers, mechanics, merchants, and shippers of our products. Through that channel, indirectly, is the treasury filled to overflowing. Without mail facilities inland, as well as to foreign countries, our trade and commerce would be merely nominal.

In reality, taking the subject in its true light, all our departments, in a pecuniary point of view, concentrate themselves upon the treasury. To that the people pay their indirect taxation, and from that it is to be applied for upholding and carrying on the government for their mutual benefit. The question should never be raised by statesmen, which department is to be supported more or less, but which will produce the greatest benefit to the *whole nation*. So far as the Post Office Department is concerned, that question has been so fully answered by statesmen already, that it requires no further comment.

Money appropriated to the Post Office Department for the purpose of increasing its post routes, and cheap postages, is, in fact, expended by the treasury only to be returned again, quadrupled, to her vaults, through the increase of our commerce, and the duties collected on merchandise imported.

If petitions from our citizens have any meaning, and represent the wishes of the people, and are taken into favorable consideration by your honorable body, then I respectfully beg leave to refer to the several *thousands* of signatures, of all classes, and the oldest line of steamers in whose favor so many citizens have petitioned, and now on file in the Senate and House of Representatives.

The undersigned has herein presented such facts and reasons in regard to the establishing and maintaining, by governmental aid, a line of mail steamers from the United States to the north of the Continent of Europe, via Plymouth, England, as he deems worthy the consideration of the honorable the senators and members of the House of Representatives of Congress, and he cannot but think they will come to the conclusion that the great commercial and international interests of the United States require the adoption of a policy which shall, by a judicious blending of public aid with individual capital, skill and enterprise, bring into existence an extensive steam commercial marine, through which wealth will pour into our country, and by means of which we shall maintain our proper high and enviable position among the great commercial and civilized nations of the world, and without which our inevitable destiny is to fall to the rank of a second, third, or fourth rate commercial nation.

CHRISTIAN HANSEN.

WASHINGTON, *June 3, 1856.*